

Poor Sil
He starts the race, but
Maud finishes it. Sunday
Herald Comic Section.

THE SALT LAKE HERALD.

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The Hooligans see the
Sultan NOT.
Sunday Herald.
Comic Section.

"SEE AMERICA" CONFERENCE BEGINS TODAY

PLAN TO MAKE SCOPE WESTERN

Some Delegates Favor Not Asking East to Take Active Part in Organization.

SOME VARIANCE IN VIEWS

GENERAL PLANS MEET APPROVAL FROM ALL ON GROUND.

TODAY'S PROGRAMME.

10 a. m.—Calling to order of conference, addresses of welcome, election of presiding officer and appointment of committees.
2 p. m.—Business session.
8:15 p. m.—Concert of 1,000 voices and organ recital at the tabernacle.

Inspired by the sentiment, "See Europe if you will, but see America first," delegates from commercial bodies in many western states will assemble at 10 o'clock this morning to hold the long projected "See America first" conference. It will be held in the armory of the Utah National Guard, in the Commercial club building, and will continue for two days. Promptly at 10 o'clock ex-Governor Heber M. Wells, chairman of the Commercial club's "See America first" committee, will call the convention to order. He will introduce Governor John C. Cutler, who will welcome the visiting delegates on behalf of the state of Utah. Following Governor Cutler, Judge O. W. Powers, as the personal representative of Mayor Ezra Thompson, will welcome the delegates on behalf of the municipality of Salt Lake.

Response by Oregon Governor.

Governor George C. Chamberlain of Oregon will then be introduced as the temporary presiding officer of the conference. He will respond to the address of Governor Cutler and Judge Powers, and will make the address formally opening the conference. Governor Chamberlain and the Oregon delegation will arrive in Salt Lake over the Oregon Short Line this morning.

Will Submit a Plan.

Owing to the fact that the "See America first" scheme originated in Salt Lake, and that the conference was called by the Commercial club of this city, the local committee has taken the initiative in preparing a plan for the carrying out of the "See America first" movement. The details of that plan have not yet been disclosed, but they will be today, and a discussion of them will probably consume the entire business session of the convention today and tomorrow.

There is some divergence of opinion among the delegates as to what the ground as to what the scope which the "See America first" movement should be; but it was evident yesterday afternoon and evening that the trend of sentiment thus far is in favor of an organization which will be controlled by western territory.

Major S. K. Hooper, general passenger agent of the Denver & Rio Grande railroad, Douglas White, of the passenger department of the San Pedro, Los Angeles & Salt Lake road, and other delegates on the ground, in conversation with their fellow delegates pointed out that the division between the east and the west is recognized by railroads interests as being on a line drawn from Minneapolis through Chicago to St. Louis. Everything west of that line is regarded by the railroads as western territory.

Fear Eastern Opposition.

Those who favor a distinctively western organization—and they seem to be in a majority of those now on the ground—point out that managers of summer resorts on the eastern coast and business men allied with them cannot, in the very nature of things, be expected to cooperate in sending travel west, when it is to their personal interest to have travel come east.

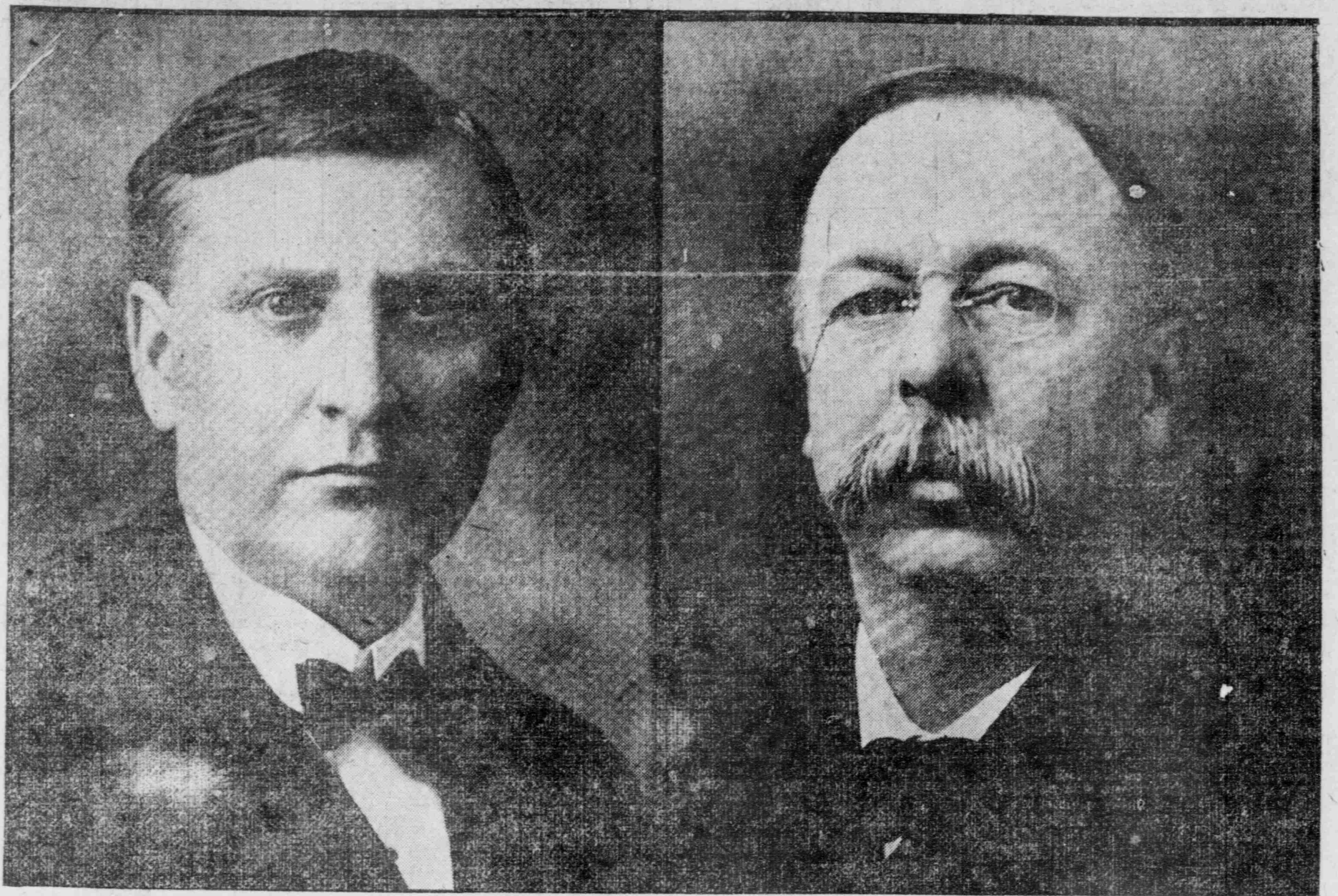
The same, it is urged, is true of the railroads. The roads east of the imaginary line already referred to, it is contended, are seeking constantly to secure business from the west east. It is to their interest to divert western travel east. On the other hand the interest of the roads lying west of the line is to divert eastern business west, and these lines, and they alone, it is claimed, can be depended upon to cooperate in the "See America first" movement.

East a Mission Field.

The advocates of the plan of confining the control of the organization to the west argue furthermore that the east must necessarily be a mission field for the "See America first" movement. As one man put it yesterday, "there is more ignorance of the west in New York than there is in London."

To invite a section of the country which knows little, speaking broadly, of the resources and conditions of the west, to cooperate in a movement to divert travel to the west. It is contended, would not only make the movement top-heavy, but would inject into the organization an element not only ignorant largely of western con-

TWO GOVERNORS WHO WILL TAKE PART IN CONFERENCE TODAY



Governor Albert E. Meade of Washington.

Governor George C. Chamberlain of Oregon.

GOV. A. E. MEAD COMES TO ZION

Executive of Washington Here to Attend "See America First" Conference.

Governor Albert E. Mead of Washington state arrived in Salt Lake last night to attend the "See America first" conference. The Washington executive is an enthusiastic advocate of the "See America first" idea, and will be a prominent factor in the two days' conference which begins today. Mr. Mead and his young son accompanied him. They are being entertained at the residence of Mr. and Mrs. George A. Black, 522 First street. Mr. and Mrs. Black were formerly residents of Bellingham, Wash., the town from which Governor Mead hails.

"The 'See America first' idea is popular in the north east," said Governor Mead last night. "Our people believe that the movement which was inaugurated here in Salt Lake is fraught with great possibilities for the west. Moreover, it is a patriotic movement, which should be encouraged by every good American citizen. Untold thousands of dollars are being diverted to Europe every year because Americans who know little or nothing about their own country insist on going there. For every scenic attraction which Europe can produce for the edification of the tourist, western America can produce ten."

Help Educate the East.

"As western people it is our duty to educate the people of the east until they realize that their own country is bigger and better and grander than any other land under the sun; that it possesses scenic marvels far beyond anything that Europe possesses, and that by seeing their own country Americans will not only be better entertained than they would be in Europe, but that they will be performing a patriotic duty."

"I regret that Washington will not have a larger representation at the 'See America first' conference; but it happened that several gentlemen themselves unable as delegates found themselves unable at the last moment to come. However the commercial bodies of the three leading cities of the state—Seattle, Tacoma and Spokane—will be represented, and our state can be depended upon to do its part in carrying out whatever plan may be adopted by the conference as the best means of promoting the movement."

First Visit to Salt Lake.

This is Governor Mead's first visit to Salt Lake. After the conference is over he and Mrs. Mead will go on east to their old home at Manhattan, Kan. Governor Mead is a western product. A native of Kansas, he has spent his entire life in the west. He has lived for nearly twenty years in the state of which he is governor. He was elected to his present office in 1904 on the Republican ticket, after one of the hardest fought campaigns in the history of the north-west. His Democratic opponent was former United States Senator George Turner, conceded to be the strongest Democratic candidate in the state.

In appearance Governor Mead is a tall, well-built man, smooth of face, and of arable manner. He is quick and nervous in his movements, and in politics he is what is known as a "good mixer." Much of his political success has been due to the latter quality.

ditions, but more or less hostile to the purpose of the movement.

EAST ARRAYED AGAINST THE WESTERN STATES

Joint Statehood Resolution Passes the House—Tawney, of Minnesota, Proves Treacherous.

Washington, Jan. 24.—With a prepared allowing general debate on the statehood bill until 3 o'clock tomorrow, with an unusually full attendance of members and crowded galleries, the statehood fight opened in the house today with the tension at high pitch. Mr. Dalzell presented the rule which had just been agreed upon by the rules committee. When it had been read, Mr. Dalzell, after consultation with Mr. Williams, the minority leader, asked unanimous consent that debate for one and a half hours be allowed on the rule. This was agreed to, and Mr. Dalzell explained that the terms of the statehood bill and then stated that if the rule should be adopted a vote on the bill would be had tomorrow.

Meaning of the Rule.

Mr. Williams stated that the rule in question denied to the house the right to vote on the question of admitting either of the four territories separately. It was holding a whip over the house, compelling it to agree to admit Arizona and New Mexico as one state, which was undesirable, in order to admit Oklahoma and the Indian Territory, to which no one had objected.

Mr. Williams yielded ten minutes to Mr. Mondell (Wyo.), one of the Republican "insurgents," who expressed the hope that the demand for the previous question would be voted down. Mr. Mondell denied that the bill was a Republican party measure. Every man, woman and child in New Mexico was opposed to being joined to Arizona. There was a large number in the house who, if their hands were not tied, would vote against joining these two territories. He characterized the proposed rule as a violation of party pledges.

A Partisan Measure.

A reply to Mr. Mondell was made by Mr. Grosvenor (Ohio), who maintained that the joint statehood bill was a Republican measure. The president was for it and the house in caucus had endorsed it. That it was a party question, he said, would be easily recognized within the next hour and a half, as every Democratic member on the floor would vote against the rule and the bill.

When Mr. Grosvenor had concluded Mr. Williams protested with great warmth against Mr. Grosvenor's efforts to make this a partisan question. The question of the permanent welfare of the people of the two territories should never be a partisan measure.

Opposition to the rule was made by Adams (Wis.), one of the Republican insurgents. Appealing for the rights of the people of the great state of New York, Mr. Payne (N. Y.), who followed, protested against the equal representation in the senate from the territories. Should the "providence of God," he said, "inflict the country with Democratic rule, we should have such legislation."

J. Adam Bede (Minn.), who fol-

lowed, began: "If we have Democratic rule, it will be the providence of God; it will be the mistakes of the Republican leaders. (Laughter.)" "Why," he continued, after order had been restored, "the 'Payne' speaks about the New York senators. Most people are trying to forget them."

It was several minutes after this statement before the vigorous efforts of Speaker Cannon availed against the shouts, laughter and applause.

"The gentleman from Minnesota," warned the speaker, "does know, or he ought to know, that his remark is against the rules of the house and against all parliamentary usage."

Meant to Be "Kindly."

"I only intended my references in the kindest spirit," remarked Mr. Bede, who proceeded. He was tired, he said, of the treatment accorded the west, generally designated the "wild and woolly west." It reminded him of the daughter of an old Kentucky colonel, who said she was 27 years old before she knew that "Dam Yankee" was not not one word. "It was usual," he said, "when they went to whip us into line to use the name of 'the great president,' but when the president is opposing something the east wants, he is 'the broncho statesman.'"

"Why," continued Mr. Bede, "you say they have not got enough 'folks.' Never heard of a senator representing 'folks.' (Laughter.)"

Reverting to the early days in New England Mr. Bede convulsed the house again by declaring that the pilgrim fathers would not have landed there had they not been sea-sick.

Tawney's Treachery.

Mr. Tawney took the floor and briefly explained that in bowing to the leaders of the house in supporting the rule he did so against his own judgment.

Mr. Jones of Washington professed more love for Speaker Cannon than any man in the country and also regard for the president, but he absolutely refused to go against his conscience and follow them in this matter. He had supported the present opposition two years ago, but since then he had visited Arizona after seeing the splendid civilization there he should not vote now to destroy it.

Mr. Smith, delegate from Arizona, who spoke for three minutes, seemed somewhat depressed. The action of Mr. Tawney in taking the floor against him was said, always been opposed to joint statehood. He considered joining Arizona and New Mexico as a crime. He said the argument against single statehood was "we shall have four Democratic senators."

In this connection he referred to the passage of the Dingley tariff bill, which he said could not have passed but for the vote of Senator Jones of Nevada, whose every amendment was accepted. Debate was closed by Mr. Dalzell, in favor of the rule. Mr. Dalzell based his

Continued on Page 3.

NEW BILL WILL BE BROUGHT IN

Senate Committee Expects to Improve Hansbrough's Measure Repealing Timber and Stone Act.

(Spec. to The Herald.)

Washington, Jan. 24.—The senate committee on public lands today discussed the public land laws and tentatively decided to report a bill providing for the repeal of the timber and stone act and the substitution for it of a plan to sell timber, stone and marble on public lands at auction. The decision of the committee in the matter was practically unanimous, the only exception being Senator Fulton of Oregon, who opposed the repeal of the timber and stone act, which, he said, was necessary for the development of the timbered areas of Oregon.

Considerable discussion arose over determining which department of the government should have the administration of the proposed new law for disposing of timber on public lands. It was finally decided that it should be administered by the secretary of agriculture, the matter properly being an adjunct of the forest service.

The basis of the proposed plan of disposing of timber products is the bill introduced early in the session by Chairman Hansbrough of the public lands committee, which provides that the secretary of the interior shall be authorized to sell to the highest bidder at public auction the right to cut and remove any timber from unappropriated non-mineral public lands chiefly valuable for timber after first having the timber duly appraised, and after giving the public notice of terms, times, manner and place of such sale.

At the suggestion of Senator Flint of California, the bill will also provide for sale at auction of the right to use stone or marble on public lands. A sub-committee composed of Senators Hansbrough, Carter and Newlands, was appointed, with instructions to frame a bill along lines which today's discussion indicated to be the views of the committee, and to report it for consideration of the whole committee at its next meeting.

LEGION OF HONOR.

Several Prominent Americans Decorated by France.

Paris, Jan. 24.—The following promotions of decorated Americans and appointments of Americans to be chevaliers of the Legion of Honor will appear in tomorrow's official journal: The Duke of Loubet of New York, promoted to be a commander of the Legion of Honor. Lewis S. Ware, the well-known engineer of Philadelphia, promoted to be officer of the Legion of Honor. Laurence V. Benet, director of an American oil company, appointed chevalier of the Legion of Honor. F. J. Parsons, the prominent electrical engineer of this city, appointed chevalier of the Legion of Honor.

MURDERED EN ROUTE.

Des Moines, Ia., Jan. 24.—John Freestone, delegate to the United Mine Workers' convention at Indianapolis, is said to have been murdered en route. Freestone left home for the convention two weeks ago with a considerable sum of money on his person, and has not been heard from since. Indianapolis authorities have been asked to look up the missing delegate.

FIFTEEN SURVIVORS OF THE ILL-FATED VALENCIA

Doomed Vessel Goes to Pieces on the Treacherous Rocks—Appalling Loss of Life.

Victoria, B. C., Jan. 24.—Of the 154 people on board the steamer Valencia when she struck near Klanaway rock, five miles from Cape Beale, at 11:45 p. m. on Monday night and met disaster, but fifteen were saved. Seven were passengers and eight were members of the crew. The dead number 139, the greatest loss of life in the North Pacific since the "Pacific" was lost in 1873. The Valencia, in whose rigging about thirty people were clinging frantically waving for assistance which could not be given when the steamer Queen left the scene at 11:30 a. m., broke up about 5 p. m. today, sweeping to death those few who had survived these terrible hours of privation, chilled and numbed to the limit of human endurance by clouds of spray which swept over them. The tug Lorne, which Mayor Morley sent at 11 o'clock tonight after the sad news was brought by the Queen of men clinging to the rigging of the partially submerged vessel, and the blue jackets who went on her by order of Captain Parry of H. M. S. Esmeralda with surf boats to endeavor to reach the wreck, will arrive too late as the sea had claimed all before the Queen reached Victoria.

Victoria, B. C., Jan. 24. 1:55 p. m.—The correspondent of the Associated Press, on board the steamer Salvor, has wired from Bamfield as follows:

The steamer Valencia was located by the steamer Queen at 9 a. m. today on Point Klanaway, about five miles from Cape Beale. The tug Czar went in to investigate, and reported that the steamer was ashore stern first with her decks sweet clear with the exception of a small part of the house and her two masts still standing. No persons could be seen alive on board. In the rigging of the foremast was what the captain of the tug Czar took to be a signal, though he was unable to say whether it was a piece of sail or a human being clinging to the rigging.

Could Not Approach.

The steamer Salvor stood in for about two miles but was unable to go any further, as a heavy southerly gale was blowing, making it mighty dangerous if not impossible to make closer approach.

The Czar was within three-quarters of a mile from the wreck, but could go no further toward the wreck and after making as complete an examination as possible, she returned to the Queen and Salvor. The latter steamer and the tug Czar then left for Bamfield creek, the Queen standing by her companion liner.

Gunshots Heard.

When the Salvor left the scene there was a heavy swell from the southwest and the rain was falling in torrents. The Queen reported having heard three gunshots shortly before the arrival of the Salvor, but no sign of any living persons was to be seen. Advice from Cape Beale says that fifteen men have arrived there, one of whom is the boatswain, the others being sailors. They reported a passenger list of ninety-four and a crew of sixty, and said that when they left the wreck yesterday morning the engine was forced out of the room, and about 100 persons on board, a large percentage of whom were women and children, who were on the quarterdeck. Two boats were smashed alongside and all the occupants drowned.

No Thought of Danger.

The Valencia left San Francisco about 11 o'clock on Saturday last and heard no sound or saw no light revealing danger. The officers were running by dead reckoning and the engine was working when the steamer struck. She was backed off after she struck, but the water filling the engine room, the fires were extinguished and the engine was prepared to render whatever assistance before the Valencia had been driven hard on the beach.

Among the survivors were the boat's crew that was sent for assistance and the members of which are still at Cape Beale. Lineman Logan, lightkeeper Daykin of Carmanah, and J. Martin, all went to the wreck by land this morning at four o'clock, taking ropes and being prepared to render whatever assistance possible. Three men also left Bamfield this morning on the trail.

STORY OF THE WRECK.

Boatswain's Account of the Latest Marine Disaster.

Victoria, B. C., Jan. 24.—In an interview at Bamfield Creek, tonight, Boatswain McCarthy told the first detailed story of the wreck. He said the steamer Valencia had been going from Victoria to Seattle, and was about three and four times an hour. The steamer struck at 11:45 p. m. Monday night, about midnight, the first officer, quartermaster and a seaman engaged in sounding having ten minutes before got thirty fathoms.

Shortly before the steamer struck she was going at half speed. Captain Johnson immediately spoke, "Hard astern," to the quartermaster, and gave orders to sound the bilges, which was done. She did not appear to be making much water. The captain then called to the engineer and asked if the steamer was making much water.

Doomed Vessel Strikes.

Before the officers could reply the firemen began clambering up from the fore room, telling the engineers on the companion way she was fling. Captain Johnson rang for full speed astern and made for the beach. The propeller had only made a few revolutions when the vessel listed to port. Captain Johnson was on the bridge with the second officer when the vessel struck. He ran down and gave orders to have two of the seven boats lowered to the saloon deck rail. Instantly the passengers crowded to the rail and overcrowded the boats. During the excitement they cut whatever lines they could lay their hands on. The davits broke about the same time the lines were cut, and both boats

were smashed at the sides of the vessel, capsizing the passengers and crew in them. The crew threw lines out and by means of Jacob's ladders succeeded in getting six of the passengers thrown out of the boats on board again. The boats when lost were mostly filled with women and children.

Piteous Scenes.

One very sad incident was witnessed. A lady and gentleman with a little girl tried to get in one boat. The father succeeded and the mother tried to pass the child, but a wave struck her and washed the child from her arms. The child was lost before her eyes. One life raft was also lowered, but it was dashed to pieces. After the four boats succeeded in getting away of the ship all full of passengers. This left one boat and two life rafts. The captain, after consulting with the mate, asked McCarthy to take charge, which he did and called for volunteers and the five sailors who reached shore in safety responded. The captain instructed them to pull along the beach and find a place to get ashore. They landed at 1:30 p. m. Tuesday and made Cape Beale lighthouse at 3 p. m. Before making Cape Beale they tried to get back to the vessel by the beach, but could not do so.

Captain Was Cool.

During the excitement Captain Johnson was very cool and calm and all the crew were at the stations. The rescued sailors cannot give the light-house keeper at Cape Beale too much credit for the manner in which they were treated. Boatswain McCarthy did not hold out much hope for the remaining boats, although the other nine survivors are said to have made shore in a boat and are expected to reach Bamfield on Thursday. The survivors are of the opinion that the entire crew with their exception is lost. A dispatch received by W. F. Bullen of Esquimaux, one of the owners of the steamer Salvor, from his brother, E. F. Bullen on board at Bamfield, says the Valencia broke up this afternoon. Since about noon assistance from sea was impossible. The vessel had broken up. Only fifteen had survived. Parties have been sent over the trail. A party expects to leave tomorrow and will be back on Friday.

LIST OF THE SAVED.

Only Fifteen Persons, So Far at Knowen, Have Reached Land.

Tacoma, Wash., Jan. 24.—A special to the New York Times says: "The fifteen persons saved are as follows:

At Beale telegraph hut—F. F. Bunker, formerly assistant superintendent of schools at Santa Rosa, Cal., who lost his wife and two daughters; E. F. Bullen, a fireman; Carl Samuel, first class passenger for Seattle; Mike Hone, second class passenger for Seattle; R. Brown, a Japanese named Hasoda, from Oakland to Seattle. In the other boat at the lighthouse are—T. J. McCarthy, boatswain; Thomas Shields, F. Campbell, a second class passenger who lost his wife and 16-year-old daughter; B. N. Ledford, fireman; Albert Wells, aged 17, of United States navy; John Mark, W. Goslin, T. Lamson, C. Brown, all of San Francisco.

NO SIGNS OF LIFE.

Gloomy Stories of Those Who Tried to Reach the Valencia.

Victoria, B. C., Jan. 24.—A dispatch from a correspondent on the Salvor, dated Bamfield, says: "It was about noon or a little after when those on the bridge of the Salvor sighted the tug Czar fighting hard against the heavy prevailing sea. Soon those on the Salvor could easily see the unfortunate vessel. It was a bleak scene. Amid the surf which dashed furiously against the rocks could be seen the dim outline of the ship. Above the cloudiness of the sky and blinding wind and rain, it was impossible to make much out, even with the assistance of powerful glasses. But occasionally when the waves made a suitable background what was above the water could be made out with comparative clearness. There were two masts quite plainly outlined, and the funnel still intact.

Everything Seemed Bare.

Being high tide, the deck was completely submerged with the exception of a small portion of the bow. As far as could be seen there was nobody on the decks or in the rigging. Everything seemed perfectly bare. She was lying stern towards the beach with the seas dashing over the bow side. Judging roughly she must be about 150 feet from shore, perhaps less.

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